The 36-Month Study Report on 65 MPH Speed Limit in New Jersey (2001)

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THE 36-MONTH STUDY REPORT ON 65 MPH SPEED LIMIT IN NEW JERSEY

PREPARED BY:

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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AUGUST, 2001

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I. INTRODUCTION

In 1995, the United States Congress repealed the National Maximum Speed Limit of 55 MPH (in effect since 1974 when it was started as a fuel-saving measure) and returned to the states the responsibility for setting speed limits on major highways. While Congress allowed states to increase speed limits on rural interstates to 65 MPH in 1987, New Jersey did not change the 55 MPH speed limit, as very little mileage qualified as rural interstate. The federal government lifted the rural interstate restrictions in 1995.

In late 1997, the New Jersey Legislature acted to raise the 55 MPH speed limit to 65 MPH on portions of the state highway system including, but not limited to, interstate highways and highways of similar design and access control. The legislation also established the 65 MPH speed limit as prima facie on the New Jersey Turnpike, the Garden State Parkway and the Atlantic City Expressway. Through negotiations, the Legislature and the Administration agreed to an 18-month Study test period on "approximately 400 miles" of highway statewide. The new law, approved January 19, 1998, gave the Department of Transportation (DOT), in consultation with the Attorney General and the toll authorities, four months to establish the designated network, and the DOT took the lead in implementing the 65 MPH Speed Limit for the 18-month Study period. The list of these designated roadway segments is detailed in Appendix A.

An integral enforcement aspect of the new law was inclusion of safety-related traffic offenses, such as reckless driving, changing lanes without signaling, and speeding at 10 miles per hour or more over the 65 MPH limit, for which the fines were doubled if committed in the 65 MPH zone. The list included what are often characterized as aggressive driving offenses. Fines were also doubled for offenses committed while speeding at 20 miles per hour or more in the non-65 MPH zones. While the maximum speed limit was increased, a more stringent enforcement regimen was established to deter excessive speed and other unsafe driving practices.

On May 19, 1998, the Commissioner of Transportation designated 475.49 miles of roadway for the 65 MPH Speed Limit in New Jersey, pursuant to Public Law 1997, Chapter 415, for a study period of 18 months. At the end of this study period, the Department of Transportation, through a statewide task force, had three months to submit a study to the Governor and the Legislature. The legislation provides that the Commissioner of Transportation, in consultation with the Attorney General and the New Jersey Turnpike Authority (NJTA), the New Jersey Highway Authority (NJHA), and the South Jersey Transportation Authority (SJTA), shall recommend speed limit modifications, and whether 65 MPH roadway mileage should be increased, decreased or stay the same.

During the 18-month study period following implementation of the 65 MPH, the statewide task force (consisting of representatives from NJDOT, NJTPA, NJHA, SJTA and the New Jersey State Police) looked at overall impacts on factors such as public safety, environmental and cost issues, speed, accident rates, fatalities, enforcement, and air quality.

The Task Force delivered its findings and data collected during the 18-month study period in a report to the Governor and the Legislature on February 22, 2000. The report contained four significant findings:

- Actual travel speeds increased on average only one mile-per-hour, with the exception of the New Jersey Turnpike where travel speeds increased three to four miles-per-hour on average.

- Fatalities decreased nearly 10 percent and fatal accidents decreased nearly eight percent in the 65 MPH zones over a similar 18-month period prior to the study period.

- Total accidents in the 65 MPH zones increased 18 percent over a similar 18-month period prior to the study.

- Impacts to air quality and noise were affected minimally due to the nominal change in travel speeds.

While the data showed some positive trends, an understanding as to why total reported accidents increased was needed to draw better conclusions. Therefore, an additional 18 months to collect data and evaluate the program was recommended. This gave state transportation engineers a full three years worth of information (a professionally accepted minimum time frame) to conduct a traffic safety study. The extended time period would also allow the Department to conduct an analysis of similar highway sections that remained at 55 MPH Speed Limit.

II. INITIATION OF NEW MAXIMUM SPEED LIMIT

A. Establishment of Task Force

A Task Force was established of representatives within the DOT to develop an Implementation Plan, and an 18-month Study Plan. Representatives include the following divisions/bureaus: Traffic Engineering and Safety Programs, Operations, Capital Program Management/Design Services, Division of Transportation Systems Planning, Transportation Data Development, Legislative Analysis, Motor Vehicles, Communications and Deputy Attorney General for DOT. Representatives of other non-DOT agencies include: Toll Authorities, State Police, Highway Safety, Attorney General, and Administrative Office of the Courts. The Task Force met throughout the initial 18-month study period, and continued during the subsequent 18-month study period.

B. Selection of Roadways for 65 MPH

To initially determine the approximately 400 miles of roadway segments to be posted at 65 MPH, the Task Force used criteria that would help identify for the public the different environments between 55 MPH and 65 MPH. The roadway segments selected for 65 MPH were based on the following criteria:

Segments must be at least 10 miles in length - This is an informal national standard intended to prevent driver confusion from seeing too much variance in posted speed limits on the same roadway. This eliminates the short freeway segments on State Routes

including: Routes 1, 3, 4, 15, 21, 29, 33, 42, 440, and 495.

Spacing of access ramps must not be too short - When there are closely spaced ramps, it leads to significant roadside friction, with all the weaving and merging movements occurring, making travel at higher speeds less safe. This tends to be common in the inner urban areas.

Roadway Segment must be designed for 65 MPH - This tends to be a problem in the inner urban areas with significant developments and high population densities. In order to accommodate the heavier traffic volumes, design characteristics of the roadway may not be favorable to higher speeds. These design characteristics include acceleration and deceleration lanes to and from low speed ramps, vertical curves crossing over surface streets, narrow shoulder widths, etc. Again this tends to be most common in the inner urban areas.

Roadway Segment must not experience significant recurring congestion - Roads that experience significant congestion over several hours of the day create an environment that can be unsafe for higher speeds. Although these roads may experience light traffic at late night and early morning hours, the periods of congestion experience significant weaving and higher numbers of accidents.

In summary, the roadway segments selected for the 65 MPH Speed Limit tended to be in rural and suburban settings, while the 55 MPH Speed Limit remained in the more urban areas.

C. Initiation of 65 MPH Speed Limit

The Task Force identified necessary signing and safety measures to implement the 65 MPH speed limit. Where appropriate, this included change of 55 MPH Speed Limit signs to 65 MPH speed limit signs, installation of "Reduce Speed Ahead" signs at the end of the 65 MPH zones, and "fines doubled" signs at intermittent points along the 65 MPH zones.

An 18-month Study Plan was developed to assess impacts to travel speeds, safety records, enforcement, and the environment (air and noise). This required taking field measurements and accumulating data from agency record-keeping systems.

Due to the change in the fine schedule, efforts to develop, print and distribute fine schedules through the Administrative Office of the Courts for new police summons were expedited prior to initiation of the 65 MPH speed limit.

To make comparisons of the 55 and 65 MPH speed limits, a compilation of "before" data was required for the Study Plan by the Task Force.

When the 65 MPH speed limit began on May 19, 1998 all these requirements were completed and in place.

Travel speeds were measured at least once every three months at various points along

New Jersey highways posted at 65 MPH and 55 MPH through the use of detector stations. The type of detector station used on the state highways is an in-ground inductive loop detector that measures the speed of each vehicle which passes over the detection zone. This data is collected and processed to analyze the travel speeds and volumes. Attached is a Monitoring Report of measurements made on the state highways (Appendix B). At various locations, "before" measurements were taken prior to May 19, 1998 (when 65 MPH went into effect), with "after" measurements taken and presented for comparison. The volume of vehicles for each 24-hour period is presented. Travel speeds are presented in terms of "average" "median" and "85th-percentile."

Average speed is the most commonly used speed statistic and is the summation of all individual speed measurements divided by the total number of vehicles.

Median speed is the speed which is exceeded or equaled by exactly half the vehicles from which the data was collected.

85th-percentile speed is sometimes referred to as the critical speed as it is commonly used as a guide in establishing reasonable speed limits. This represents the speed which 85% of the vehicles are traveling under.

The last three columns of the tables in Appendix B reflect the percentage of motorists exceeding 65 MPH, 70 MPH and 75 MPH.

Environmental impacts were measured by the DOT for both air and noise levels. Air quality and noise level measurements were made by models based on field measurements of travel speeds and volumes. Actual field measurements would not be useful as they would be subject to undetermined factors influencing readings.

Throughout the study period, the State Police collected data on accidents and violations.

III. RESULTS

A. Travel Speeds

Changes in the measured average travel speeds in the 65 MPH zones under DOT jurisdiction were found to experience nominal differences compared to prior 65 MPH conditions, as some locations increased and some decreased, generally less than two mph. Appendix B identifies the travel speeds taken at various time intervals for different sections of the state highway system.

The measured travel speeds did more noticeably increase on the New Jersey Turnpike and Garden State Parkway, where the "before" and "after" travel speeds are within three to four mph. The "after" speeds on the Turnpike and Parkway are comparable to the other highways in the study. There were different measuring techniques between the DOT and the three toll authorities, however, the measuring techniques used were consistent during the "before" and "after" time periods. Appendix C contains the speed surveys from the toll authorities.

In conclusion, the reasons for the nominal differences in the travel speeds could be due to many factors, including enforcement, public outreach, respect for the speed limit, uniformity in traffic flows, and increased fines. The change to the 65 MPH speed limit during the study period appears to have had a relatively minor impact on actual travel speeds, when considering the fears many had that actual speeds would increase in a manner similar to the increase in the speed limit.

B. Environmental Impacts

Environmental impacts were studied by the DOT for both air and noise levels. Air quality and noise levels were determined by models based on field measurements of travel speeds and volumes. Increases in speed tend to mean increases in emissions, however, changes in routes by motorists could affect the emissions too.

In order to estimate the impact on air quality, the analysis was conducted to investigate potential travel speed changes and traffic diversions to the higher-speed facilities. Because the speed limit change affected facilities throughout New Jersey, the New Jersey Statewide Model was utilized. In order to estimate the change in emissions resulting from the higher-speed facilities, speeds for the modeled traffic volumes were calculated using the network Post Processor for Air Quality (PPAQ). Emission estimates were calculated within PPAQ using the MOBILE5 emission program developed by the US EPA.

The air quality study was conducted based upon a set of observed speed and volume data collected over the initial 18-month study period. The emissions were calculated for the "before" condition using data collected prior to the speed limit increase and the "after" condition using data collected after the increase. The results of these conditions were compared to determine air quality impacts.

Changes in travel speed can potentially affect many aspects related to travel, which in turn could affect the rate of emissions. The observed data indicate that the speed changes on most of the 65 MPH facilities increased an average of one mph, except for some of the Turnpike facilities which increased by an average of four mph. Therefore, the speed changes from the observed data are reflected in the air quality analysis.

Another aspect is the potential for traffic diversion to the higher speed facilities, as the increased speed would provide potential travel timesavings over the nearby parallel routes. However, the small amount of traffic diversion observed directly from the data was inconclusive. The changes reflected are within the margins of error associated with the data collection equipment and technique.

Considering that the observed aggregate speed changes listed above and that the levels of potential diversion for the increased speed are relatively minor, the emission analysis assumed that diversion would not be significant. The air emission analysis indicated nominal increases of 0.20%, 0.90%, and 1.15% for Volatile Organic Compounds (VOC), Nitrous Oxides (NO_x), and Carbon Monoxides (CO) emissions, respectively. An analysis for the 36-month study period was not performed, as results were expected to still show insignificant changes. Even a doubling of the numbers found for the 18-month study would have nominal effects, but if such a study is

requested, it can be performed by using the new MOBILE6 emission program expected to be available later in 2001.

It is generally accepted that it requires a change in noise level of three decibels or more to be perceived by the general public. The change in average travel speeds reported in this study are at most four mph. This small change in travel speed would not generate an increase in noise levels of three decibels and therefore would not be a perceptible change in the noise environment adjacent to the highways.

C. Safety

Accidents on sections of highways with 65 MPH speed limits increased 27.0 percent during the 36-month study period. An analysis of 65 MPH zones and several adjacent 55 MPH zones were made for comparison basis with accidents from the 36-month period before 65 MPH was implemented, to the 36-month period after 65 MPH was implemented. The findings showed that while reported accidents increased in the 65 MPH zones by 27.0%, they increased in the 55 MPH zones by 30%.[1]

While it may seem alarming that the overall number of reported accidents increased as much as it did, it has been found that accident rates fluctuate over time. In periods between 1984 and 1996, rates vary as much as 12 percent per year[2]. This is why there is a need to compare numbers to similar facilities that are not 65 MPH zones. These numbers are found to be similar to the 65 MPH zones.

The reason for the increase in reported accidents does not seem to be directly caused by the 65 MPH speed limit, as similar increases occurred in non-65 MPH zones. Contributing reasons for the overall increases include: the $500 damages threshold for reporting accidents has not changed for many years and minor damages are now exceeding that limit; a relatively strong economy is leading to continual increases in the total vehicle miles traveled in New Jersey; insurance pressures and "road rage" effects leading to more public desire to report accidents; and increased number of cell phones on the road lead to more likelihood of reporting accidents.

The rate of fatal accidents and fatalities in 65 MPH zones have remained about the same since the implementation of the 65 MPH speed limit and are comparable to the findings in the 55 MPH zones.

Appendix D identifies overall fatal accidents and total accidents in 65 MPH roadway segments, and some adjacent similar designed 55 MPH roadway segments, for each roadway segment selected for the test period.

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[1] Accident data was compiled by the State Police and NJDOT. For comparison purposes, the base period captures information on sections of highway now designated as 65 MPH zones and some adjacent sections of highway that remain 55 MPH zones from June, 1995 to May, 2001.

[2] 1998 New Jersey Department of Transportation's Annual Safety Report (See Appendix E).

D. Enforcement

Appendix F provides information on State Police enforcement efforts beginning with the implementation of the 65 MPH speed limit on May 18, 1998 through November 3, 2000. The table summarizes the number of speeding summonses (broken down incrementally by the number of miles over the speed limit), accident data (broken down by accident type), and "aggressive driver" violations (broken down by specific statutory violations). The number of summonses issued exemplifies the continuing commitment of the State Police in enforcement of the 65 MPH speed limit. Approximately 52 percent of all speeding summonses were issued for speeding 1-14 miles over the posted speed limit with approximately 30 percent of all speeding summonses issued for speeding 1-9 miles over the posted speed limit.

IV. CONCLUSIONS/RECOMMENDATIONS

The following summarizes the findings of the 36-month study period effort:

- Average travel speeds increased 1 mph on the various roadway sections in the 65 MPH zones, with the exception of the Turnpike and Parkway which increased 3-4 mph on various segments. The "after" speeds on the Turnpike and Parkway ranged from 63 to 68 MPH, falling in line with the "after" speeds on the other state highways.
- Environmental impacts regarding air quality and noise were only nominally affected due to the nominal change in the travel speeds and patterns.
- Fatal accidents and fatalities remained about the same as a similar 36-month period prior to the study period.
- Reported accidents increased 27.0% in the 65 MPH zones over a similar 36-month period prior to the study period. Adjacent 55 MPH zones had slightly higher increases in the number of reported accidents than the 65 MPH zones during a similar time period.

The findings above lead to the conclusion that the 65 MPH speed limit did not adversely affect travel. Furthermore, it is believed that the criteria used by the Task Force to select the initial 65 MPH zones was validated by the results.

It is recommended that the 65 MPH speed limit be retained and expanded to other limited access roadways that have similar characteristics to those initially zoned for 65 MPH. Those criteria consider the roadway geometrics, volumes and accident histories. The criteria that a section of highway must be at least 10 miles long to be considered for a higher speed limit is being reduced to five miles upon review.

It should be noted that the changes to higher speed limits require more equipment for work zone safety control. Whether transportation agency staff or contractors are performing work on the highways, traffic control devices are placed to provide for optimal safety for travelers and the workers. With higher speed limits, greater taper lengths are required for safe transitions through the work zones. This will mean additional expenses for this type of work, but will ensure safer conditions.

The following recommendations for new 65 MPH speed limit zones to the limited access

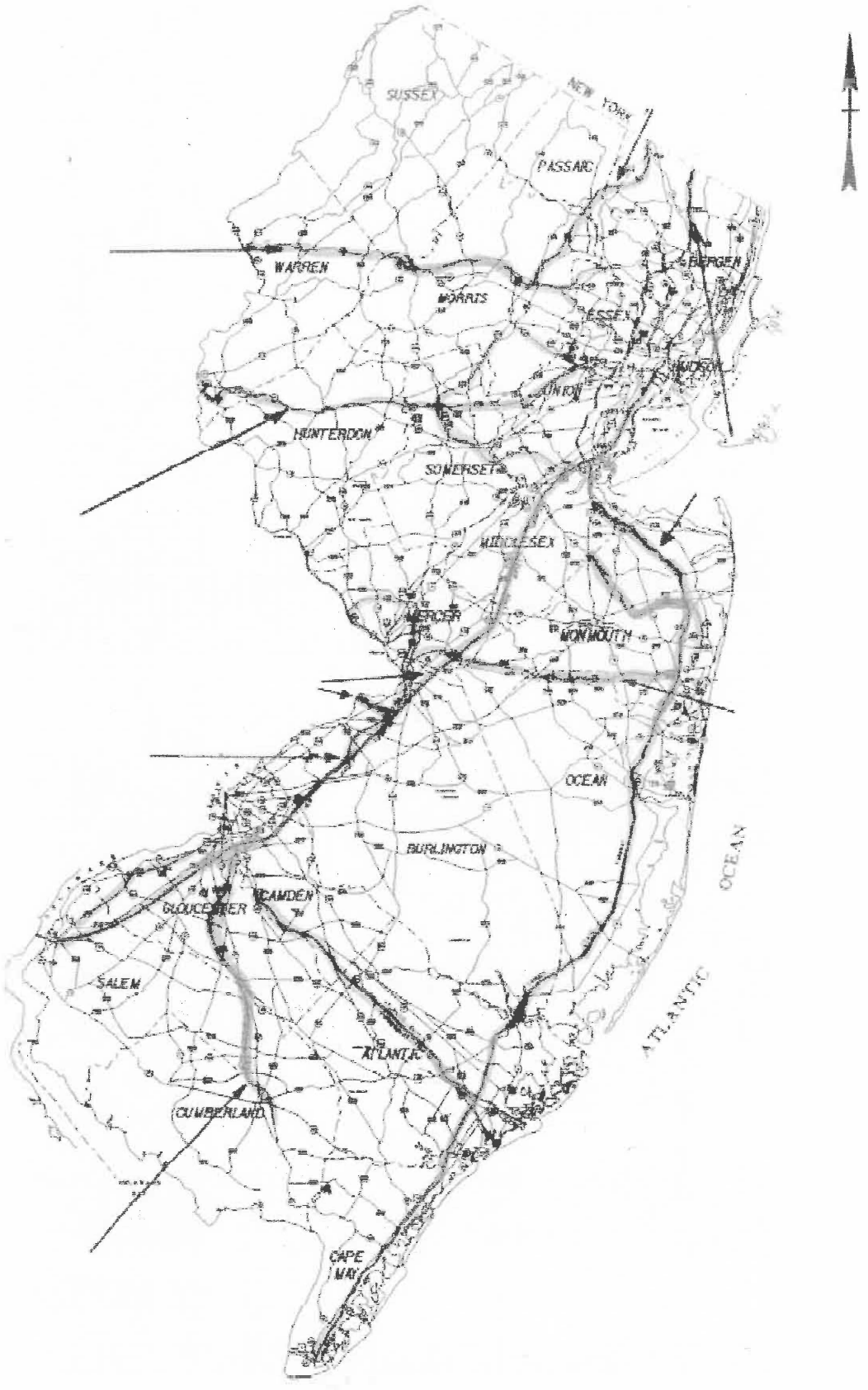
highways in New Jersey are identified below with approximate distances included, and need to be more exactly defined upon field investigations by professional staff:

- Rt. 18 : extend 65 MPH zone to eastern terminus at Rt. 138. (9 miles)
- Rt. 24: create 65 MPH zone from I-287 to east of I-78. (8 miles)
- Rt. 55: extend 65 MPH zone north, closer to Rt. 42. (4 miles)
- Rt. 78: extend 65 MPH zone east of current 65 MPH zone to NJTPK. (11 miles)
- Rt. 80: extend 65 zone in section east of current 65 MPH zone (near Rt. 287) to near Rt. 280. (11 miles)
- Rt. 95: create 65 MPH from Route 1 to PA border. (9 miles)
- Rt. 195: extend 65 MPH zone further west to I-295. (4 miles)
- Rt. 280: create 65 MPH zone from I-80 to Eisenhower Parkway. (3 miles)
- Rt. 287: maintain 55 MPH zone from I-80 to Rt. 124, but create 65 MPH zone from Rt. 124 south to east of Rt. 1. (35 miles)
- Rt. 295: extend 65 MPH zones closer to Rt. 76/676 Interchange. (6 miles)
- GSP: create 65 MPH zone from South of Great Egg Harbor Bridge to southern end excluding section with three traffic signals. (23 miles)

As it is understood that the intent of the legislation was to allow the transportation agencies to designate speed limits that are appropriate based on professional criteria, it is strongly recommended that these and any future speed limit changes be made by the professional staffs at each agency through their standard procedures.

APPENDIX A

SELECTED ROADWAYS
65 MPH



APPENDIX A-1

Designated 65 MPH Roadway Segments

Route	Begin/End Municipality, County (Approximate Mile Post)	Section Length (Miles)
NJ Rt. 18 from approximately US Route 9 to NJ Route 36.	Tinton Falls Borough, Monmouth Co. (MP 14.79) to Marlboro Twp., Monmouth Co. (MP 29.88)	15.09
NJ Rt. 55 from north of the southern most NJ Route 47 intersection to south of the northern most NJ Route 47 intersection	Maurice Twp., Cumberland Co. (MP 21.49) to Deptford Twp., Gloucester Co. (MP 55.98)	34.49
I-78 (State Jurisdiction) from east of the Delaware River to west of NJ Route 24. Note: Delaware River to Rt. US 22 (MP 0.0-4.16) is Delaware River Joint Toll Bridge Commission jurisdiction.	Pohatcong Twp., Warren Co. (MP 0.45) to Springfield Twp., Union Co. (MP 48.12)	47.67
I-80 from east of NJ Rt. 94 to west of I-287.	Knowlton Twp., Warren Co. (MP 5.10) to Parsippany-Troy Hills Twp., Morris Co. (MP 41.87)	36.77
I-195 from west of US 130 to west of NJ Rt. 34.	Hamilton Twp., Mercer Co. (MP 3.73) to Wall Twp., Monmouth Co. (MP 33.81)	30.08
I-287 from north of Rt. US 46 to the vicinity of the New York State line.	Parsippany-Troy Hills Twp., Morris Co. (MP 43.11) to Mahwah Twp., Bergen Co. (MP 66.30)	23.19
I-295 from south of NJ Rt. 48 to south of Little Mantua Creek I-295 from north of NJ Rt. 70 to south of US Rt. 1	Carney's Point Twp., Salem Co. (MP 4.0) to West Deptford Twp., Gloucester Co. (MP 20.0) Cherry Hill Twp., Camden Co. (MP 35.26) to Lawrence Twp., Mercer Co. (MP 67.10)	16.00 31.84
Atlantic City Expressway from the vicinity of the Garden State Parkway to the vicinity of NJ Rt. 42	Egg Harbor Twp., Atlantic Co. (MP 8.0) to Washington Twp., Gloucester Co. (MP 44.19)	36.19
Garden State Parkway from north of the Great Egg Harbor Bridge to south of the Raritan Toll Garden State Parkway from north of NJ Rt. 17 to south of the New York State line	Somers Point City, Atlantic Co. (MP 29.0) to Sayreville Boro., Middlesex Co. (MP 123.5) Paramus Boro., Bergen Co. (MP 163.3) to Montvale Boro., Bergen Co. (MP 172.0)	94.50 8.70
NJ Turnpike from north of Interchange 1 to south of Interchange 13 NJ Turnpike (PA Tpk. Ext.) from east of the Delaware River to the New Jersey Turnpike mainline	Carney's Point Twp., Salem Co. (MP 1.5) to Linden City, Union Co. (MP 97.2) Florence Twp., Burlington Co. (MP 1.3) to Mansfield Twp., Burlington co. (MP 6.57)	95.7 5.27
TOTAL		**475.49**

APPENDIX A-2

Proposed New 65 MPH Roadway Segments

Route	Begin/End Municipality, County (Approximate Mile Post)	Section Length (Miles)
NJ Rt. 18 from north of NJ Route 138 to NJ Route 36.	Wall Twp., Monmouth Co. (MP 5.60) to Tinton Falls Borough, Monmouth Co. (MP 14.79)	9.19
NJ Rt. 24 from east of I-287 to west of I-78.	Morris Twp., Morris Co. (MP 1.00) to Summit, Union Co. (MP 9.00)	8.00
NJ Rt. 55 south of the northern most NJ Route 47 intersection to south of NJ Route 42.	Deptford Twp., Gloucester Co. (MP 55.98) to (MP 60.49)	4.51
I-78 from west of NJ Route 24 to NJ Turnpike.	Springfield Twp., Union Co. (MP 48.12) to Newark City, Essex Co. (MP 58.93)	10.81
I-80 from west of I-287 to west of NJ Route 23.	Parsippany-Troy Hills Twp., Morris Co. (MP 41.87) to Wayne Twp., Passaic Co. (MP 53.00)	11.13
I-195 from I-295 to west of Rt. US 130.	Hamilton Twp., Mercer Co. (MP 0.00) to (MP 3.73).	3.73
I-280 from I-80 to west of Eisenhower Parkway.	Parsippany-Troy Hills Twp., Morris Co. (MP 0.00) to Roseland Borough, Essex Co. (MP 3.50)	3.50
I-287 from north of Rt. US 1 to south of NJ Rt. 124.	Edison Twp., Middlesex Co. (MP 1.00) to Morristown Twp., Morris Co. (MP 35.70)	34.70
I-295 from Little Mantua Creek to NJ Rt. 47.	West Deptford Twp., Gloucester Co. (MP 20.0) to Westville Borough, Gloucester Co. (MP 25.18)	5.18
I-295 from south of US Rt. 1 to I-95.	Lawrence Twp., Mercer Co. (MP 67.10) to (68.06)	0.96
I-95 from Delaware River to I-295.	Ewing Twp., Mercer Co. (MP 0.00) to Lawrence Twp., Mercer Co. (MP 8.77)	8.77
Garden State Parkway from southern terminus to north of NJ Rt. 147 – vicinity prior to traffic signals.	Lower Twp., Cape May Co. (MP 0.0) to Middle Twp., Cape May Co. (MP 8.0)	8.00
Garden State Parkway from vicinity north of traffic signals to south of the Great Egg Harbor Bridge.	Middle Twp., Cape May Co. (MP 11.5) to Upper Twp., Cape May Co. (MP 27.0)	15.5
TOTAL		**123.98**

APPENDIX B

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-195 (EB/WB), MP 9.5, Upper Freehold Twp., Monmouth Co.

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Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	31,635	64	66	71	94	45	14	2
FEB 2000	33,505	65	67	72	97	53	17	3
MAR 2000	32,348	65	67	72	97	52	18	3
APR 2000	35,254	65	67	72	97	51	17	3
MAY 2000	40,872	65	66	72	96	49	16	3
JUN 2000	48,952	65	66	72	96	49	16	3
JUL 2000	47,256	65	66	71	96	46	14	2
AUG 2000	52,824	64	66	71	94	45	14	3
SEP 2000	39,548	65	67	72	96	51	17	3
OCT 2000	42,732	66	67	72	97	55	20	4
NOV 2000	36,602	66	67	73	98	59	22	5
DEC 2000	34,686	66	67	73	97	57	22	5
JAN 2001	31,625	66	68	72	97	56	20	4
FEB 2001	33,063	66	68	73	98	58	22	4
MAR 2001	34,485	66	67	73	96	56	22	4
APR 2000	42,643	66	68	73	98	56	22	4
MAY 2001	43,762	66	68	73	98	55	21	4
AVERAGE	38,929	65	67	72	97	53	18	3

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-295 (NB), MP 2.9, Carneys Point, Salem Co.

F.C.= 11

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	11,800	57	61	68	63	23	6	1
FEB 2000	14,097	59	63	69	73	30	9	2
MAR 2000	14,199	61	64	70	83	33	8	2
APR 2000	15,151	62	64	71	89	33	8	3
MAY 2000	15,163	62	64	71	89	35	7	3
JUN 2000	15,807	60	64	71	74	35	12	2
JUL 2000	16,168	62	64	71	79	37	12	2
AUG 2000	No data available							
SEP 2000	No data available							
OCT 2000	15,180	60	64	71	78	36	11	2
NOV 2000	15,462	60	64	71	79	38	12	2
DEC 2000	15,013	60	64	71	77	36	11	2
JAN 2001	12,583	56	58	66	57	15	5	2
FEB 2001	13,219	55	58	67	53	19	5	1
MAR 2001	13,433	58	63	69	71	29	9	3
APR 2000	14,885	59	63	71	72	33	11	2
MAY 2001	15,512	61	64	71	82	36	12	3
AVERAGE	**14,511**	**59**	**63**	**70**	**75**	**31**	**9**	**2**

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-295 (SB), MP 2.9, Carneys Point, Salem Co.

F.C.= 11

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	12,766	63	66	72	90	44	15	1
FEB 2000	14,020	64	66	72	93	48	17	3
MAR 2000	14,334	65	66	72	95	50	17	3
APR 2000	14,932	65	67	72	93	51	17	4
MAY 2000	15,483	65	67	72	94	53	19	4
JUN 2000	16,354	65	67	72	95	55	21	4
JUL 2000	15,791	65	67	73	95	57	22	5
AUG 2000	16,071	66	67	73	95	57	22	5
SEP 2000	14,933	65	67	73	95	55	22	5
OCT 2000	15,101	66	67	73	96	57	23	5
NOV 2000	15,428	66	67	73	96	58	24	5
DEC 2000	15,135	66	67	73	95	57	23	5
JAN 2001	12,849	65	67	72	94	54	21	3
FEB 2001	12,965	66	67	73	95	56	22	5
MAR 2001	13,872	66	67	73	95	56	23	5
APR 2000	15,191	66	67	73	95	57	24	5
MAY 2001		65	67	73	94	54	22	5
AVERAGE	14,702	65	67	73	94	54	21	4

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-295 (NB), MP 39.6, Mount Laurel Twp., Burlington Co.

F.C.= 11

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	39,689	62	64	69	92	33	7	1
FEB 2000	41,487	64	66	70	95	39	10	2
MAR 2000	42,660	64	66	71	95	42	13	3
APR 2000	41,840	64	66	71	94	42	14	3
MAY 2000	42,425	64	65	71	93	40	14	6
JUN 2000	45,813	61	61	67	94	18	6	3
JUL 2000	No data available							
AUG 2000	44,629	61	59	69	94	25	5	1
SEP 2000	43,241	61	59	69	95	26	4	1
OCT 2000	44,838	61	59	69	96	25	5	1
NOV 2000	44,344	62	59	72	97	30	15	4
DEC 2000	42,856	60	59	67	96	17	3	0
JAN 2001	42,183	63	60	69	92	39	5	1
FEB 2001	41,178	61	59	69	97	27	3	1
MAR 2001	42,980	61	59	69	96	26	3	1
APR 2000	45,635	64	60	69	95	51	4	1
MAY 2001	45,636	61	60	69	96	31	4	0
AVERAGE	43,215	62	61	69	95	32	7	2

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-295 (SB), MP 39.6, Mount Laurel Twp., Burlington Co.

F.C.= 11

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	40,570	65	67	72	94	53	19	1
FEB 2000	41,930	66	67	73	97	59	22	4
MAR 2000	43,309	66	68	73	96	62	24	5
APR 2000	42,065	67	68	74	96	63	25	6
MAY 2000	42,714	65	67	72	96	50	18	4
JUN 2000	46,372	65	67	72	96	51	18	4
JUL 2000	44,968	64	66	71	93	43	14	3
AUG 2000	44,348	65	66	72	95	50	19	4
SEP 2000	45,024	65	67	72	96	50	19	4
OCT 2000	45,673	66	67	73	96	53	21	5
NOV 2000	44,824	66	67	73	96	53	21	5
DEC 2000	44,778	65	67	73	96	51	21	5
JAN 2001	42,960	65	67	73	95	52	20	5
FEB 2001	42,959	65	67	73	95	51	21	5
MAR 2001	43,211	65	67	73	95	52	21	5
APR 2000	46,394	66	67	73	97	54	22	5
MAY 2001	47,151	65	67	73	95	53	22	5
AVERAGE	44,074	65	67	73	96	53	20	4

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: NJ-55 (NB/SB), Vineland Twp., Cumberland Co.

F.C.= 12

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	20,850	62	64	70	78	34	9	2
FEB 2000	23,757	62	64	71	76	37	11	2
MAR 2000	26,050	61	63	71	61	33	11	2
APR 2000	No data available							
MAY 2000	No data available							
JUN 2000	No data available							
JUL 2000	No data available							
AUG 2000	No data available							
SEP 2000	No data available							
OCT 2000	No data available							
NOV 2000	No data available							
DEC 2000	No data available							
JAN 2001	No data available							
FEB 2001	No data available							
MAR 2001	No data available							
APR 2000	No data available							
MAY 2001	No data available							
AVERAGE	23,552	62	64	71	72	35	10	2

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-78 (EB), MP 14.5, Union Twp., Hunterdon Co.

F.C.= 01

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	No data available							
FEB 2000	33,444	63	65	71	83	40	13	2
MAR 2000	36,888	64	66	72	92	49	17	3
APR 2000	36,011	65	67	72	94	52	19	3
MAY 2000	41,251	65	66	72	94	48	17	4
JUN 2000	40,757	66	68	73	97	65	25	1
JUL 2000	39,962	67	68	73	97	65	25	5
AUG 2000	No data available							
SEP 2000	No data available							
OCT 2000	No data available							
NOV 2000	No data available							
DEC 2000	No data available							
JAN 2001	No data available							
FEB 2001	No data available							
MAR 2001	No data available							
APR 2000	No data available							
MAY 2001	No data available							
AVERAGE	38,052	65	67	72	93	53	19	3

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-78 (WB), MP 14.5, Union Twp., Hunterdon Co.

F.C.= 01

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	No data available							
FEB 2000	No data available							
MAR 2000	36,954	65	67	72	96	51	15	2
APR 2000	36,793	66	67	72	97	56	19	3
MAY 2000	40,047	66	67	72	97	56	19	3
JUN 2000	42,654	66	67	72	97	55	18	3
JUL 2000	40,050	66	67	72	97	57	19	3
AUG 2000	No data available							
SEP 2000	No data available							
OCT 2000	No data available							
NOV 2000	No data available							
DEC 2000	No data available							
JAN 2001	No data available							
FEB 2001	No data available							
MAR 2001	No data available							
APR 2000	No data available							
MAY 2001	No data available							
AVERAGE	39,300	66	67	72	97	55	18	3

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-78 (WB), MP 34.5, Bernards Twp., Somerset Co.

F.C.= 01

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	No data available							
FEB 2000	No data available							
MAR 2000	No data available							
APR 2000	31,398	65	67	72	93	53	20	4
MAY 2000	33,656	65	67	72	93	51	19	3
JUN 2000	35,364	65	67	72	93	52	19	3
JUL 2000	32,844	65	67	72	93	53	20	4
AUG 2000	34,854	65	67	72	92	52	20	4
SEP 2000	33,581	65	67	72	93	53	20	4
OCT 2000	34,499	65	67	72	93	53	20	4
NOV 2000	33,491	64	66	72	92	49	18	3
DEC 2000	31,871	64	66	72	89	46	17	3
JAN 2001	30,354	64	66	72	88	44	16	3
FEB 2001	30,690	62	64	71	78	39	14	3
MAR 2001	32,629	63	65	70	89	36	9	2
APR 2000	33,453	62	64	70	78	36	8	1
MAY 2001	33,939	63	66	71	91	43	12	2
AVERAGE	33,045	64	66	72	90	47	17	3

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-80 (EB), MP 8.5, Knowlton Twp., Warren Co.

F.C.= 01

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	No data available							
FEB 2000	No data available							
MAR 2000	21,007	64	67	76	76	52	32	11
APR 2000	No data available							
MAY 2000	No data available							
JUN 2000	No data available							
JUL 2000	No data available							
AUG 2000	No data available							
SEP 2000	23,413	67	69	77	87	61	40	15
OCT 2000	24,183	66	69	77	84	60	42	17
NOV 2000	21,915	66	69	78	79	56	42	21
DEC 2000	19,404	66	68	77	78	55	40	17
JAN 2001	19,548	66	69	77	80	57	42	19
FEB 2001	21,168	65	68	77	77	55	41	19
MAR 2001	20,633	65	67	77	75	52	38	17
APR 2000	22,214	66	69	77	81	58	42	18
MAY 2001	24,496	66	69	76	84	59	39	15
AVERAGE	21,798	66	68	77	80	57	40	17

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-80 (WB), MP 8.5, Knowlton Twp., Warren Co.

F.C.= 01

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	No data available							
FEB 2000	No data available							
MAR 2000	20,944	60	62	70	60	28	11	3
APR 2000	19,904	62	64	71	67	36	14	4
MAY 2000	18,301	63	66	72	73	45	19	5
JUN 2000	No data available							
JUL 2000	No data available							
AUG 2000	No data available							
SEP 2000	22,345	65	67	74	84	54	24	7
OCT 2000	20,693	62	65	72	75	40	15	4
NOV 2000	22,709	63	64	70	85	34	11	2
DEC 2000	19,747	63	65	70	84	33	9	2
JAN 2001	19,677	59	60	67	58	22	6	1
FEB 2001	19,865	59	61	69	59	24	9	2
MAR 2001	20,237	62	64	71	75	38	14	3
APR 2000	21,767	62	65	72	76	41	17	5
MAY 2001	21,733	62	64	70	72	31	10	2
AVERAGE	20,660	62	64	71	72	36	13	3

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-80 (EB), MP 32.4, Roxbury Twp., Morris Co.

F.C.= 11

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	48,313	65	67	74	87	55	24	6
FEB 2000	52,540	66	69	74	92	64	29	7
MAR 2000	49,288	66	69	74	92	69	32	8
APR 2000	50,923	67	69	74	97	66	28	6
MAY 2000	54,517	66	69	74	95	65	28	7
JUN 2000	52,819	66	69	74	95	65	29	7
JUL 2000	53,156	67	69	74	96	67	31	8
AUG 2000	58,028	67	69	74	96	67	30	7
SEP 2000	53,643	66	69	74	91	65	31	8
OCT 2000	54,160	66	69	74	91	65	31	8
NOV 2000	52,470	66	69	74	92	65	32	9
DEC 2000	52,951	66	69	74	93	64	30	8
JAN 2001	47,543	65	68	74	90	60	28	8
FEB 2001	49,049	63	66	73	68	47	22	6
MAR 2001	48,574	65	68	74	88	61	29	8
APR 2000	53,350	66	69	74	92	66	32	8
MAY 2001	54,258	66	69	74	91	62	29	8
AVERAGE	52,093	66	69	74	91	63	29	7

New Jersey Department of Transportation
Bureau of Transportation Data Development
Roadway Systems Section

MONTHLY AVERAGE SPEED DATA

LOCATION: I-80 (WB), MP 32.4, Roxbury Twp., Morris Co.

F.C.= 11

Posted Speed Limit (MPH): 65

MONTH	AADT	SPEED (MPH)			% OF VEHICLES EXCEEDING			
		AVE.	MEDIAN	85TH - %	55 MPH	65 MPH	70 MPH	75 MPH
JAN 2000	No data available							
FEB 2000	No data available							
MAR 2000	52,039	64	66	71	94	50	13	2
APR 2000	53,271	63	67	73	87	51	20	5
MAY 2000	55,576	63	66	72	85	48	19	4
JUN 2000	55,951	64	67	72	90	51	20	4
JUL 2000	55,913	65	67	73	89	53	21	5
AUG 2000	57,983	65	68	73	91	59	24	5
SEP 2000	54,652	65	68	74	91	60	25	6
OCT 2000	54,637	64	67	74	85	58	24	6
NOV 2000	53,345	64	67	74	84	55	24	6
DEC 2000	53,478	64	67	74	88	56	24	6
JAN 2001	48,373	64	67	74	87	55	24	6
FEB 2001	49,285	62	65	73	65	43	18	5
MAR 2001	50,484	62	65	74	66	43	18	5
APR 2000	53,350	65	68	74	90	62	28	7
MAY 2001	54,258	64	68	74	88	59	26	6
AVERAGE	**53,506**	**64**	**67**	**73**	**85**	**53**	**22**	**5**

APPENDIX C

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
SEPTEMBER 15, 1998 - SEPTEMBER 18, 1998

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Sep-98	Difference in Average Speed	85th percentile Speed	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB (65)	9/16/98	12:25 pm-2:55 pm	500	63.57 MPH	67.17 MPH	3.60 MPH	72 MPH	26%	58.4%	16.5%
MP 44.8 NB (65)	9/17/98	10:05 am-12:25 pm	500	62.11 MPH	66.47 MPH	4.36 MPH	70 MPH	23%	65.4%	9.0%
MP 4.4 WB Pa. Ext. (65)	9/16/98	9:25 am-11:35 am	500	63.41 MPH	68.84 MPH	5.43 MPH	70 MPH	19%	69.4%	24.8%
MP 76.4 SNO (65)	9/17/98	1:40 pm-2:55 pm	400	58.34 MPH	63.92 MPH	5.58 MPH	66 MPH	59%	35.0%	1.2%
MP 78.8 SNI (65)	9/16/98	10:15 am-11:50 am	500	64.69 MPH	67.35 MPH	2.66 MPH	72 MPH	0%	71.6%	17.8%
MP 113.8 SNE (55)	9/15/98	10:35 am-12:25 pm	500	60.34 MPH	64.48 MPH	4.14 MPH	70 MPH	28%	48.2%	8.8%

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
APRIL 21, 1999 - APRIL 26, 1999

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Apr-99	Difference in Average Speed	85th percentile Speed	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB (65)	4/21/99	2:45 pm-4:30 pm	500	63.57 MPH	66.34 MPH	2.77 MPH	70 MPH	24%	62.8%	9.2%
MP 44.8 NB (65)	4/26/99	2:00 pm-3:15 pm	500	62.11 MPH	67.00 MPH	4.88 MPH	70 MPH	18%	72.4%	10.2%
MP 4.4 WB Pa. Ext. (65)	4/23/99	9:30 am-11:10 am	500	63.41 MPH	65.84 MPH	2.43 MPH	70 MPH	28%	57.8%	8.2%
MP 76.4 SNO (65)	4/22/99	11:40 am-1:05 pm	500	58.34 MPH	63.88 MPH	5.54 MPH	66 MPH	78%	33.8%	0.8%
MP 78.8 SNI (65)	4/22/99	1:55 pm-3:15 pm	500	64.69 MPH	67.72 MPH	3.03 MPH	72 MPH	0%	78.8%	15.4%
MP 113.8 SNE (55)	4/21/99	10:35 am-12:15 pm	500	60.34 MPH	63.18 MPH	2.84 MPH	68 MPH	28%	22.0%	5.8%

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
OCTOBER 5, 1999 - OCTOBER 15, 1999

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Oct-99	Difference in Average Speed	85th percentile Speed	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB (65)	10/6/99	11:50 am-1:20 pm	500	63.57 MPH	67.42 MPH	3.85 MPH	70 MPH	21%	76.0%	14.2%
MP 44.8 NB (65)	10/5/99	2:40 pm-3:45 pm	500	62.11 MPH	65.91 MPH	3.79 MPH	70 MPH	24%	58.4%	4.8%
MP 4.4 WB Pa. Ext. (65)	10/15/99	9:45 am-11:20 am	500	63.41 MPH	66.81 MPH	3.78 MPH	70 MPH	22%	60.0%	11.8%
MP 76.4 SNO (65)	10/6/99	2:45 pm-4:15 pm	500	58.34 MPH	59.88 MPH	1.54 MPH	64 MPH	57%	8.8%	0.0%
MP 78.8 SNI (65)	10/15/99	12:05 pm-1:15 pm	500	64.69 MPH	70.47 MPH	5.30 MPH	74 MPH	0%	85.0%	41.8%
MP 113.8 SNE (55)	10/5/99	1:35 pm-3:00 pm	500	60.34 MPH	62.19 MPH	1.85 MPH	68 MPH	22%	24.0%	2.8%

NJTA, Operations Department, 5/16/01

Feb 98 = "before" period

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98
APRIL 9, 2001 - APRIL 19, 2001

Location	Day & Date	Time of Day	# of Free Flowing Veh. Measured	Average Speed Feb-98	Average Speed Apr-01	Difference in Average Speed	85th percentile Speed	Percent Trucks	Percent Over 65 MPH	Percent Over 70 MPH
MP 26.5 SB (65)	4/11/01	10:20 am-12:20 pm	418	63.57 MPH	67.83 MPH	4.26 MPH	72 MPH	16%	77.5%	18.8%
MP 44.8 NB (65)	4/16/01	1:10 pm-2:45 pm	610	62.11 MPH	67.23 MPH	5.12 MPH	70 MPH	6%	77.5%	8.8%
MP 4.4 WB Pa. Ext. (65)	4/17/01	10:15 am-11:55 am	500	63.41 MPH	66.76 MPH	4.35 MPH	72 MPH	14%	61.2%	17.4%
MP 75.4 SNO (65)	4/18/01	10:00 am-11:50 am	508	58.34 MPH	61.32 MPH	2.98 MPH	64 MPH	8%	9.5%	0.0%
MP 78.8 SNI (65)	4/19/01	9:45 am-11:15 am	505	64.69 MPH	69.10 MPH	4.41 MPH	74 MPH	5%	85.9%	29.1%
MP 113.8 SNE (55)	4/9/01	2:25 pm-3:50 pm	656	60.34 MPH	63.83 MPH	3.49 MPH	68 MPH	20%	36.5%	4.9%

NJ TURNPIKE SPEED SURVEY
"BEFORE" AND "AFTER" IMPLEMENTING 65 MPH SPEED LIMIT ON 5/19/98

Location	Average* Speed Feb-98 ("Before")	Average Speed Sep-98 ("After")	Average Speed Apr-99 ("After")	Average Speed Oct-99 ("After")	Average Speed Apr-01 ("After")	Average* Speed 9/98 4/99, 10/99 & 4/01 ("After")	Difference* in Average Speed from Before Period	Percent Over 65 MPH Feb-98	Percent Over 65 MPH 9/98 4/99, 10/99 & 4/01	Difference in Percent over 65 MPH from Before Period
MP 26.5 SB (65)	63.57 MPH	67.17 MPH	66.34 MPH	67.42 MPH	67.83 MPH	67.14 MPH	3.57 MPH	31.4%	71.4%	127.4%
MP 44.8 NB (65)	62.11 MPH	66.47 MPH	67.00 MPH	65.81 MPH	67.23 MPH	66.63 MPH	4.52 MPH	19.6%	68.7%	250.5%
MP 4.4 WB Pa. Ext. (65)	63.41 MPH	66.84 MPH	66.64 MPH	66.61 MPH	66.76 MPH	67.20 MPH	3.88 MPH	31.8%	72.1%	126.7%
MP 75.4 SNO (65)	58.34 MPH	63.92 MPH	63.66 MPH	59.84 MPH	61.32 MPH	62.25 MPH	3.91 MPH	2.4%	21.2%	783.3%
MP 78.8 SNI (65)	64.69 MPH	67.35 MPH	67.72 MPH	70.47 MPH	69.10 MPH	68.66 MPH	3.97 MPH	45.2%	85.3%	88.7%
MP 113.8 SNE (55)	60.34 MPH	64.48 MPH	63.18 MPH	62.19 MPH	63.83 MPH	63.40 MPH	3.06 MPH	10.5%	30.5%	189.5%

NJTA, Operations Department, 5/16/01

Feb 98 = "before" period

New Jersey Turnpike 65 MPH Volume and Accident Data
6/95 - 5/98 and 6/98 - 5/01

	"Before" Period 6/95 - 5/98	"After" Period 6/98 - 5/01	Percent Change
Entire New Jersey Turnpike			
Total Volume	600,079,496	653,026,982	8.8%
Total Mileage	14,652,227,902	16,334,116,069	11.5%
Total Accidents	15,094	19,861	31.6%
Total Fatal Accidents	68	66	-2.9%
Total Fatalities	74	77	4.1%
Total Injury Accidents	4,022	4,602	14.4%
Total Injuries	6,703	7,489	11.7%
Total Accident Rate	103.0	121.6	18.0%
Total Fatal Accident Rate	0.46	0.40	-12.9%
Total Fatality Rate	0.51	0.47	-6.7%
Total Injury Accident Rate	27.4	28.2	2.7%
Total Injury Rate	45.7	45.8	0.1%
Mainline			
Mainline Accidents	9,660	12,155	25.8%
Mainline Accident Rate	73.3	82.7	12.9%
Interchanges and Service Areas			
Accidents at Interchanges and Service Areas	5,434	7,696	41.6%
65 MPH Zone			
Mainline Accidents	4,757	6,004	26.2%
Fatal Accidents	36	39	8.3%
Fatalities	39	44	12.8%
Injury Accidents	1452	1,715	18.1%
Injuries	2,637	2,954	12.0%
Mainline Accident Rate	55.9	63.3	13.2%
Mainline Fatal Accident Rate	0.42	0.41	-2.2%
Mainline Fatality Rate	0.46	0.47	1.9%
Mainline Injury Accident Rate	17.1	18.1	6.0%
Mainline Injury Rate	31.0	31.2	0.6%
60/55 MPH Zone			
Mainline Accidents	4,602	6,151	33.7%
Fatal Accidents	19	20	5.3%
Fatalities	20	25	25.0%
Mainline Accident Rate	98.3	117.9	19.9%
Mainline Fatal Accident Rate	0.41	0.38	-5.6%
Mainline Fatality Rate	0.43	0.48	12.1%

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 55 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 14.8 NB/SB, Middle Twsp., Cape May Co.

Left Lane			Left Lane	SPEED DATA						
	SESSION	AADT	DIRECTION	VEHICLES	SPEED (MPH)			VEHICLES EXCEEDING (%)		
	DATES			MEASURED	AVERAGE	MEDIAN	85TH %	65MPH	70MPH	75MPH
	3/1/98	11090	North	15,217	65.3	67.3	73.2			
		11,870	South	11,224	68.7	68.6	74.1			
	June		North	29,537	64.1	65.5	69.9	40	12	2
			South	23,346	66.9	67	72	45	19	3
	August		North	39,203	67.5	67.5	72.8	44	24	4
			South	30,166	69	69	74.1	41	33	7
	October		North	13,139	67.9	67.9	73.2	43	27	5
			South	10,215	68.9	69	74.3	40	31	8
1999	February	11,450	North	9,541	67.9	68	73.2	44	27	6
		11,670	South	7,909	68.7	68.7	74.2	41	30	8
	March		North	11,691	68.5	68.5	73.8	40	30	6
			South	10,255	69.7	69.7	75	38	33	11
	May		North	46,382	61.1	66.5	72.7	34	20	5
			South	15,778	69.6	69.9	75	36	64	11
	July		North	Bad Count						
			South	45,958	69.6	69.8	74.6	37	36	9
	August		North	41,189	68	68.1	73.4	42	27	5
			South	35,367	70.5	70.8	75.4	33	40	13
	October		North	11,445	69	69.1	74.4	37	32	8
			South	9,853	69.9	70.2	75.4	33	35	13
2000	February	11,230	North	6,675	69	69.1	74.3	39	32	8
		12,120	South	5,753	69.1	69.5	74.7	36	33	10
	May		North	20,472	68.4	68.5	73.9	39	30	7
			South	8,421	71.1	71.3	76.5	29	41	15

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 55 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North	44,839	67.7	68.1	73.6	40	28	6
			South	40,848	70	70.2	75	35	37	12
	November		North	8,755	70.4	70.5	76.3	39	12.5	3.3
			South	7,373	70.5	70.5	75.4	33	35.2	14.5
2001	January		North	9,100	69.7	70	74.9	35	35.5	10.6
			South	7,935	70.4	70.6	76.1	31.3	36.3	13.4
	April		North	10,426	69.7	69.9	74.9	37.1	35.2	11.1
			South	9,005	70.1	70.4	76	30.7	35.3	13.6

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 39.2 NB/SB, Egg Harbor, Atlantic Co.										
Left Lane				SPEED DATA						
	SESSION	AADT	DIRECTION	VEHICLES	SPEED (MPH)			VEHICLES EXCEEDING (%)		
	DATES			MEASURED	AVERAGE	MEDIAN	85TH %	65MPH	70MPH	75MPH
PRIOR TO INCREASE	3/1/98	11,090	North	34,383	69.1	69.1	74.1			
55 MPH		11,870	South	26,211	68.9	69	74.2			
BEGIN 65	June		North	51,653	69	68.8	73.7	50	31	6
May 19, 1998			South	40,348	68.3	68.3	73.2	51	26	5
	August		North	61,752	67.1	68.5	73.5	45	30	5
			South	47,427	68	68.1	73.1	47	27	4
	October		North	48,557	68.7	68.6	73.6	48	30	5
			South	34,127	67.6	68.1	73.2	46	27	5
1999	February	21,160	North	39,062	69.2	69.1	73.9	47	34	7
		21,620	South	33,306	69	69	73.9	46	33	6
	March		North	18,200	67.9	69.6	74.6	38	35	9
			South	35,455	69.4	69.5	74.3	41	35	8
	May		North	52,469	69.1	69.1	74	44	34	7
			South	16,781	69.6	69.7	74.5	41	36	9
	July		North	Bad Count						
			South	61,150	68.4	68.6	73.6	43	31	5
	August		North	63,145	68.7	69.1	74	41	35	6
			South	51,928	68.1	68.5	73.6	42	31	5
	October		North	42,270	69	69.3	74.2	38	35	1
			South	31,265	69.3	69.5	74.2	40	36	8
2000	February	11,290	North	32,138	69.8	69.8	74.5	40.5	37	9
		21,640	South	23,227	69.6	69.9	74.5	38	38	9

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	May		North	45,710	69.7	69.9	74.4	39	39	8	
			South	39,468	70.1	70.4	74.8	36	40	11	
	August		North	65,039	69	69.7	74.4	36	37	8	
			South								
	November		North	14,085	70.6	70.9	75	34	43	12	
			South	28,183	71.2	71.4	76.3	30	43	16	
2001	January		North	45,110	70.3	70.6	74.9	34.1	41.1	11.3	
			South	32,669	70.8	71	75.3	32.3	42.9	13.2	
	April		North	42,926	71.3	71.5	76.3	29.7	44.1	16.1	
			South	32,287	71.4	71.7	76.8	29	42.9	17.5	

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 62 NB/SB, Stafford Twsp. Ocean Co.										
Left Lane				SPEED DATA						
	SESSION DATES	AADT	DIRECTION	VEHICLES MEASURED	SPEED (MPH) AVERAGE	MEDIAN	85TH %	VEHICLES EXCEEDING (%) 65MPH	70MPH	75MPH
PRIOR TO INCREASE 55 MPH	3/1/98	22,550	North	31,483	69.6	69.4	74.5			
		21,750	South	32,611	70.5	70.5	75			
BEGIN 65 May 19, 1998	June		North	42,354	68.7	68.5	73.5	51	28	6
			South	45,508	67.7	67.7	72.4	53	21	4
	August		North	55,370	70	70.1	74.6	39	39	10
			South	56,194	69.5	69.5	74.1	43	37	7
	October		North	40,825	70.2	70.1	74.7	40	38	11
			South	43,653	70.9	71	75.1	35	44	13
1999	February	22,730	North	37,563	70.8	70.8	75	37	72	12
		22,200	South	36,786	71.1	71.3	75.4	33	45	13
	March		North	41,870	70.7	71.1	75.6	30	42	14
			South							
	May		North	67,969	65.1	69	74.5	35	31	10
			South	44,711	71.9	72	76.8	27	47	17
	July		North	68,726	70.1	70.4	74.9	35	39	12
			South	Bad Count						
	August		North	Bad Count						
			South	61,516	69.3	69.6	74.4	39	36	9
	October		North	36,782	70.6	71.2	76.1	28	41	15
			South	36,528	71.4	71.6	76.2	29	45	15
2000	February	19,790	North	26,473	71.9	71.9	77.2	29	43	19
		22,670	South	28,997	72.4	72.4	77.6	24	46	20
	May		North	40,265	72.2	72.4	77.8	23	45	21
			South	40,797	72.8	72.9	78.1	20	47	23

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North							
			South	63,060	70.4	70.8	75.2	32	41	13
	November		North	33,874	73.3	73.2	78.6	19.4	43.9	25.7
			South	34,888	73.5	73.4	78.8	16.4	45.9	26.2
2001	January		North	26,691	67.3	70.5	76.7	26.4	33	15.7
			South	41,309	73.4	73.4	78.7	17.1	45.6	26.6
	April		North	38,320	73.5	73.4	78.9	16.9	44.5	26.1
			South	41,769	73.7	73.6	79	15.2	44.7	27.3

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 87 NB/SB, Dover Twsp., Ocean Co.										
Left Lane				SPEED DATA						
	SESSION	AADT	DIRECTION	VEHICLES	SPEED (MPH)			VEHICLES EXCEEDING (%)		
	DATES			MEASURED	AVERAGE	MEDIAN	85TH %	65MPH	70MPH	75MPH
PRIOR TO INCREASE 55 MPH	3/1/98	40,920	North	49,250	72	72.2	77.2			
		39,260	South	32,968	68.7	69.8	74.3			
BEGIN 65 May 19, 1998	June		North	73,873	67.9	67.9	72.8	50	34	6
			South	66,019	69.3	69.1	73.8	51	24	4
	August		North	98,570	69	69.1	73.7	45	36	5
			South	72,452	70.7	70.9	74.7	36	47	10
	October		North	59,749	70.3	70.5	74.6	37	43	10
			South	53,025	69.3	71	74.9	30	45	12
1999	February	41,480	North	50212	71.1	71.4	75.2	31	48	13
		40,730	South							
	March		North	56,970	71.3	71.5	75.2	31	49	14
			South	48,095	72.2	72.3	76.9	24	52	19
	May		North	73,325	71.5	71.9	76.3	25	49	16
			South	64,672	72.7	72.7	77.6	20	51	22
	July		North	75,058	70.8	71.1	75.2	33	44	13
			South	65,949	71.9	72.1	76.4	25.6	51.4	17
	August		North	100,003	70.6	70.9	74.8	33	46	11
			South	93,347	70.7	71.5	75.2	30	49	13
	October		North	92,657	69.5	70.2	74.6	35	40	10
			South	76,845	64.8	70.8	75	24	41	12
2000	February	43,520	North	60,479	71.1	71.5	75.8	29	46	14
		41,540	South	77,942	71.9	72.1	76.6	25	50	17
	May		North	65,619	72.3	72.5	77.3	21	50	20
			South							

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North	75,707	71.6	71.9	75.9	27	45	19	
			South								
	November		North	111,424	70.6	71.3	76	27	43	15	
			South	79,980	62.3	70.3	75	23	37	13	
2001	January		North	26,691	67.3	70.5	76.7	26.4	33	15.7	
			South	41,309	73.4	73.4	78.7	17.1	45.6	26.6	
	April		North	38,320	73.5	73.4	78.9	16.9	44.5	26.1	
			South	41,769	73.7	73.6	79	15.2	44.7	27.3	

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 107.5 EXPRESS NB/SB, Tinton Falls, Monmouth Co.										
Left Lane				SPEED DATA						
	SESSION	AADT	DIRECTION	VEHICLES	SPEED (MPH)			VEHICLES EXCEEDING (%)		
	DATES			MEASURED	AVERAGE	MEDIAN	85TH %	65MPH	70MPH	75MPH
PRIOR TO INCREASE	March	27,520	North	64,600	70.2	69.8	74.3			
55 MPH		26,840	South	55,784	67.1	64.3	70.9			
BEGIN 65	June		North	71,889	69	69.1	74	44	33	7
May 19, 1998			South	72,858	65.6	66.5	71	45	16	2
	August		North							
			South	102,986	66.2	66.8	71.7	43	19	2
	October		North	46,066	73.9	73.7	79	15	46	28
			South	66,868	67.8	68	73.1	44	28	4
1999	February	28,270	North	40,804	73.7	73.6	78.9	16	45	28
		27,590	South	57,635	67.5	67.9	73	43	27	4
	March		North	42,415	72.8	72.8	78.2	20	46	24
			South	64,620	65.5	66	71.3	38	17	2
	May		North	51,332	72.5	73.1	78.7	16	42	26
			South	77,777	69	69.4	74.2	38	36	8
	July		North	72,081	74.9	74.7	80.2	10.6	40	32
			South							
	August		North	85,044	73.5	74.5	79.8	10	38	32
			South	116,609	65.8	66.4	71.9	39	19	3
	October		North	78,921	75.1	75	80.1	9	39	35
			South	40,896	66.1	67.3	73.5	36	21	6
2000	February	29,210	North							
		27,720	South							
	May		North	59,875	75	75	80	9	40	35
			South	81,070	67.3	67.9	73.4	38	27	5

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North	77,482	74.5	74.5	79.8	12	39	32	
			South	64,035	65.8	66.5	72.3	37	20	3	
	November		North	111,424	70.6	71.3	76	27	43	15	
			South	79,980	62.3	70.3	75	23	37	13	
2001	January		North	26,691	67.3	70.5	76.7	26.4	33	15.7	
			South	41,309	73.4	73.4	78.7	17.1	45.6	26.6	
	April		North	38,320	73.5	73.4	78.9	16.9	44.5	26.1	
			South	41,769	73.7	73.6	79	15.2	44.7	27.3	

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 114.6 LOCAL NB/SB, Holmdel Twsp., Monmouth Co.

				SPEED DATA						
Right Lane	**SESSION DATES**	**AADT**	**DIRECTION**	**VEHICLES MEASURED**	**SPEED (MPH) AVERAGE**	**MEDIAN**	**85TH %**	**VEHICLES EXCEEDING (%) 65MPH**	**70MPH**	**75MPH**
PRIOR TO INCREASE	March	40,360	North	86,691	63.5					
55 MPH			South	107,624	62.3					
BEGIN 65	June		North	72,995	64	64.2	69	32	9	2
May 19, 1998			South	69,812	62.2	62.8	68.4	25	6	1
	August		North	78,032	63.6	63.5	69.3	27	9	2
			South	Bad Count						
	October		North	54,906	65.1	65.1	70.4	34	13	3
			South	68,250	65.5	65.6	71	36	14	3
1999	February	41,050	North		65.2					
		51,780	South		64.6					
	March		North	60,093	63.9	63.9	69.6	29	10	2
			South	39,945	61.7	62.1	68.4	23	6	1
	May		North	129,654	63.1	64	69.7	30	10	2
			South	93,015	65.6	65.7	71.3	36	15	3
	July		North	67,854	64.8	64.7	70.4	31.3	13	3
			South	85,376	64.9	65	71.1	32	14	3
	August		North	39,699	63.4	63.9	69.9	28	11	3
			South	98,066	65.1	65	71.1	32	14	3
	October		North	79,985	63.7	64.3	69.6	31	11	3
			South	94,409	64.3	64.2	70	30	12	2
2000	February	43,610	North	81,584	65.4	65.4	71.6	33	15	4
		53,970	South	102,464	65	65.2	71.1	33	14	3
	May		North	65,047	64.5	64.5	70.1	31	12	3
			South	74,962	65.4	65.7	72.1	33	17	4

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North	41,084	66.5	67.5	74.5	30	22	9	
			South	78,308	64.5	64.5	70.6	30	13	3	
	November		North	38,069	66.7	66.5	72.9	38	19	6	
			South								
2001	January		North								
			South	59,953	66.1	66.7	73.5	31	21	7	
	April		North	58,432	66.7	66.7	73	36	20	5	
			South								

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 119 EXPRESS NB/SB, Aberdeen Twsp., Monmouth Co.

				SPEED DATA						
Left Lane	**SESSION DATES**	**AADT**	**DIRECTION**	**VEHICLES MEASURED**	**SPEED (MPH) AVERAGE**	**MEDIAN**	**85TH %**	**VEHICLES EXCEEDING (%) 65MPH**	**70MPH**	**75MPH**
PRIOR TO INCREASE	March	40,810	North	68,195	70.8	71.1	75.2			
55 MPH		33,190	South	35,638	70.9	71.3	75.6			
BEGIN 65	June		North	BAD COUNT						
May 19, 1998			South	72,119	69.3	69.3	73.9	45	36	6
	August		North	107,783	69.6	70	74.4	36	39	9
			South	69,455	69.1	69.2	73.8	44	37	5
	October		North	90,527	68.8	70.2	74.5	35	40	9
			South	60,279	70.1	70.3	74.5	39	42	9
1999	February	42,440	North	59,570	70	70.7	74.8	34	43	11
		33,540	South	38,575	70	70.2	74.5	38	41	9
	March		North	53,203	69	70.7	75.4	26	40	14
			South	35,773	70.5	71	75	33	44	13
	May		North	55,109	66.3	68.8	74.5	32	30	10
			South	44,845	68.6	70.4	74.7	33	41	10
	July		North	78,389	69.6	71.3	76.8	24	38	17
			South	61,297	70	70.5	74.6	36	43	10
	August		North	102,438	70.6	71.1	75.2	32	43	14
			South	72,284	68.6	70	74.3	37	40	8
	October		North	56,741	70.2	71.3	76	27	42	15
			South	48,881	70.3	70.8	74.9	32	43	12
2000	February	43,190	North	56,741	70.2	71.3	76	27	42	15
		34,370	South	48,881	70.3	70.8	74.9	32	43	12
	May		North	77,998	72.1	72.2	77.2	24	47	20
			South	50,013	69.9	70.8	75	31	41	13

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North	92,996	71.6	71.8	77.3	26	41	19	
			South								
	November		North	80,222	70	70.6	76.6	29	33	16	
			South	66,272	71.4	72.2	77.8	23	39	22	
2001	January		North	51,061	72.5	72.7	78.2	21	43	24	
			South								
	April		North	75,966	73.3	73.4	79	17	41	27	
			South								

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 55 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 133.2 NB/SB, Woodbridge Twsp. Middlesex Co.										
Left Lane				SPEED DATA						
	SESSION DATES	AADT	DIRECTION	VEHICLES MEASURED	SPEED (MPH) AVERAGE	MEDIAN	85TH %	VEHICLES EXCEEDING (%) 65MPH	70MPH	75MPH
PRIOR TO INCREASE	March	103,110	North	99,124	69.2	70.2	74			
55 MPH		102,940	South	119,206	66.7	68.3	73.7			
	June		North	112,553	69	69.4	74.2	36	37	8
			South	119,412	66	67.4	72.6	42	24	4
	August		North	120,983	69.8	70.1	74.5	36	40	9
			South	120,747	67.5	68.3	73.5	42	30	5
	October		North	62,294	69.5	70.5	75	31	39	13
			South	83,525	68.7	69.4	74.5	33	35	10
1999	February	105,090	North	83,213	66.5	67.5	73.2	36	26	5
		104,760	South	92,194	64.7	66.5	73	30	23	5
	March		North	68,116	70.2	71.2	76	26	42	15
			South	74,534	68.9	70	74.8	32	36	12
	May		North	113,818	70.2	70.8	75	32	41	12
			South	90,784	67.2	68.3	73.8	36	30	7
	July		North	56,141	68.6	70.3	74.8	31	38	12
			South	108,448	68.4	69	74	39	33	7
	August		North	104,092	70.4	71.4	75.5	27	46	14
			South	117,622	66	67.3	72.8	40	23	4
	October		North	43,157	70.8	71.9	76.8	23	45	18
			South	89,600	66.7	68.2	73.7	36	29	7
2000	February	100,330	North	84,004	70.8	71.7	76.7	26	44	18
		101,710	South	97,051	68.3	69.2	74.2	35	34	9
	May		North	100,521	69.2	69.4	74.5	41	34	10
			South	97,307	70.6	72.1	77.4	23	42	21

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 55 MPH
1998 - 2001 AVERAGE SPEED DATA

	August		North	110,072	68.6	71	75.9	27	40	15
			South	101,671	64.9	67.7	73.9	29	28	7
	November		North	82,989	72.9	73	78.1	19	46	25
			South	85,811	70	71.3	77	25	37	18
2001	January		North	67,614	70.3	71.2	77.2	23	35	18
			South							
	April		North	93,011	72.1	72.5	77.9	22	42	24
			South	91,990	68.7	70.3	75	32	37	13

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 55 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 155 NB/SB, City of Clifton, Passaic Co.										
Left Lane				SPEED DATA						
	SESSION	AADT	DIRECTION	VEHICLES	SPEED (MPH)			VEHICLES EXCEEDING (%)		
	DATES			MEASURED	AVERAGE	MEDIAN	85TH %	65MPH	70MPH	75MPH
PRIOR TO INCREASE	March	65,420	North	112,319	66/6	67.3	73.2			
55 MPH		66,880	South	158,289	61.6	63.7	69.4			
	June		North	135,179	66.9	67.2	72.8	41	22	4
			South	138,325	61.8	63.4	68.9	29	8	1
	August		North	149,029	67.2	67.5	73	40	24	5
			South	153,216	63	63.9	69.4	31	10	1
	October		North	115,134	66.4	67	72.8	36	23	4
			South	115,805	62.5	63.6	69.4	30	10	1
1999	February	67,320	North	125,447	62.9	63.4	69.8	27	12	2
		67,800	South	125,103	58.9	61	67.7	19	5	1
	March		North	87,842	66.3	67.2	73.2	35	24	6
			South	108,955	63.1	64.2	69.7	31	11	2
	May		North	152,468	66.8	67.3	73.2	36.1	23.9	6
			South	82,618	63.1	64.5	69.9	33	12	2
	July		North	131,253	66.4	67.2	73.1	37	23	5
			South	129,400	60.4	63.4	69.4	29	10	1
	August		North	128,027	67.7	68	73.7	38	27	7
			South	135,009	61.6	62.7	68.6	26	7	1
	October		North	120,576	66.2	67.2	73.3	33	24	6
			South	123,011	61.1	63	69.3	26	9	1
2000	February	69,370	North	149,025	65.4	66.6	72.8	33	22	5
		70,030	South	155,477	60.6	63.4	69.4	28	10	1

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 55 MPH
1998 - 2001 AVERAGE SPEED DATA

	May		North	130,409	66.8	67.6	73.6	34	26	6
			South							
	August		North	130,414	66.4	67.1	73.3	34	24	6
			South	134,204	61.7	64.2	70.4	30	14	2
	November		North	119,615	67.8	68.4	74.4	31	28	9
			South	120,005	63.6	66	72.4	32	20	4
2001	January		North	93,460	66	66.8	73.4	30	23	6
			South	62,820	63.7	65.2	71.9	30	17	4
	April		North							
			South	118,299	65.1	66.5	72.2	38	20	4

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

GSP - MP 168 NB/SB, Hillsdale Boro, Bergen Co.										
Left Lane				SPEED DATA						
	SESSION DATES	AADT	DIRECTION	VEHICLES MEASURED	SPEED (MPH) AVERAGE	MEDIAN	85TH %	VEHICLES EXCEEDING (%) 65MPH	70MPH	75MPH
PRIOR TO INCREASE	March	31,710	North	99,813	66.6	67	72			
55 MPH		31,970	South	BAD COUNT						
BEGIN 65	June		North	98,556	65.4	65.7	69.8	43	12	1
May 19, 1998			South	93,297	69.6	69.7	74.3	40	37	9
	August		North	101,716	65.7	66	70	44	13	1
			South	101,716	65.7	66	70	44	13	1
	October		North	59,542	66.7	67	71.7	46	19	2
			South	62,322	69.9	70.3	74.7	36	40	11
1999	February	31,930	North	126,889	66	66.5	71.4	43	17	2
		32,050	South	121,954	70	70.3	74.7	34	39	11
	March		North	75,809	64.4	64.7	69.4	37	9	1
			South	76,406	67.5	68.1	73.7	37	28	6
	May		North	15,494	66.4	66.8	71.5	46	18	3
			South	51,705	71.3	72	78.9	25	35	17
	July		North	90,872	67.3	67.5	72.6	45	23	3
			South	93,580	70.5	70.8	74.9	34	42	12
	August		North	83,934	66.1	66.4	71.1	44	16	2
			South	Bad Count						
	October		North	50,278	67.2	67.3	72.3	47	21	3
			South	74,092	69.6	69.9	74.5	36	38	9
2000	February	32,980	North	54,800	66.7	67.3	73.1	40	22	5
		33,140	South	76,135	69.6	70.3	74.8	33	39	11

NEW JERSEY HIGHWAY AUTHORITY
TRAFFIC DIVISION
CURRENT SPEED - 65 MPH
1998 - 2001 AVERAGE SPEED DATA

	May		North	75,256	70.9	71.2	75.2	32	44	12	
			South								
	August		North	88,808	63.6	64.9	69.9	35	13	2	
			South								
	November		North								
			South	74,065	70.8	71.3	76	29	42	15	
2001	January		North								
			South								
	April		North								
			South	70,804	71.4	71.7	76.5	29	45	17	

APPENDIX D

TABLE 1
ROADWAY CHANGED TO 55MPH

		TOTAL ACCIDENTS - BEFORE PERIOD					TOTAL ACCIDENTS - AFTER PERIOD					% CHANGE
ROUTE	MP to MP	6/1/95 to 12/31/95	1/1/96 to 12/31/96	1/1/97 to 12/31/97	1/1/98 to 5/31/98	TOTAL	6/1/98 to 12/31/98	1/1/99 to 12/31/99	1/1/00 to 12/31/00	1/1/01 to 5/31/01	TOTAL	
I - 78	.45 - 48.12	421	617	688	304	***2030***	437	755	1108	427	***2727***	***34%***
I - 80	5.10 - 41.87	502	938	822	364	***2626***	509	919	1011	446	***2885***	***10%***
I - 295	35.26 - 67.10	214	351	387	156	***1108***	218	426	539	277	***1460***	***32%***
I - 287	43.11 - 66.30	136	193	174	85	***588***	118	261	203	150	***732***	***24%***
I - 295	4.00 - 20.00	71	60	106	41	***278***	59	100	131	55	***345***	***24%***
I - 195	3.73 - 33.81	159	223	235	87	***704***	121	200	205	118	***644***	***-9%***
Rt. 55	21.49 - 55.98	106	86	115	49	***356***	69	120	125	89	***403***	***13%***
NJTPK	1.50 - 97.20 & PA. EXT.					***4757***					***6004***	***26%***
ACE	8.00 - 44.19	208	144	338	86	***776***	183	301	351	114	***949***	***22%***
GSP	29.00 - 123.5 &	1179	1790	1774	506	***5249***	1277	2302	2738	1065	***7382***	***41%***
	163.30 - 172.00											
TOTAL						***18,472***					***23,531***	***27%***

GSP DATA SUPPLIED BY NJHA

NJTPK DATA SUPPLIED BY NJTPKA

1996, 1997, 2001 DATA SUPPLIED BY NJ STATE POLICE

TABLE 2
ROADWAY CHANGED TO 65MPH

		TOTAL FATAL ACCIDENTS - BEFORE PERIO					TOTAL FATAL ACCIDENTS - AFTER PERIOD					% CHANGE
ROUTE	MP to MP	6/1/95 to	1/1/96 to	1/1/97 to	1/1/98 to		6/1/98 to	1/1/99 to	1/1/00 to	1/1/01 to		
		12/31/95	12/31/96	12/31/97	5/31/98	TOTAL	12/31/98	12/31/99	12/31/00	5/31/01	TOTAL	
I - 78	.45 - 48.12	3	3	6	1	13	3	9	5	2	19	46%
I - 80	5.10 - 41.87	1	5	4	2	12	0	2	4	1	7	-42%
I - 295	35.26 - 67.10	2	2	1	1	6	3	2	2	2	9	50%
I - 287	43.11 - 66.30	1	1	0	0	2	1	1	0	1	3	50%
I - 295	4.00 - 20.00	0	2	0	1	3	0	1	2	0	3	0%
I - 195	3.73 - 33.81	1	2	0	0	3	0	1	1	1	3	0%
Rt. 55	21.49 - 55.98	1	1	1	0	3	2	1	3	0	6	100%
NJTPK	1.50 - 97.20 & PA. EXT.					36					39	8%
ACE	8.00 - 44.19	0	7	4	2	13	9	2	3	3	17	31%
GSP	29.00 - 123.5 &	12	21	22	4	59	9	17	15	10	51	-14%
	163.00 - 172.00											
TOTAL						150					157	5%

GSP DATA SUPPLIED BY NJHA

NJTPK DATA SUPPLIED BY NJTPKA

ALL DATA FOR INTERSTATES AND RT. 55 SUPPLIED BY NJ STATE POLICE

TABLE 3
ROADWAY CHANGED TO 65MPH

		TOTAL FATALITIES - BEFORE PERIOD					TOTAL FATALITIES - AFTER PERIOD					% CHANGE
ROUTE	MP to MP	6/1/95 to 12/31/95	1/1/96 to 12/31/96	1/1/97 to 12/31/97	1/1/98 to 5/31/98	TOTAL	6/1/98 to 12/31/98	1/1/99 to 12/31/99	1/1/00 to 12/31/00	1/1/01 to 5/31/01	TOTAL	
I - 78	.45 - 48.12	3	3	9	1	***16***	3	10	5	2	***20***	***25%***
I - 80	5.10 - 41.87	1	6	5	3	***15***	0	3	4	1	***8***	***-47%***
I - 295	35.26 - 67.10	4	2	1	1	***8***	3	2	3	2	***10***	***25%***
I - 287	43.11 - 66.30	1	1	0	0	***2***	1	1	0	1	***3***	***50%***
I - 295	4.00 - 20.00	0	5	0	1	***6***	0	1	2	0	***3***	***-50%***
I - 195	3.73 - 33.81	1	2	0	0	***3***	0	1	1	1	***3***	***0%***
Rt. 55	21.49 - 55.98	1	1	1	0	***3***	2	1	3	0	***6***	***100%***
NJTPK	1.50 - 97.20 & PA. EXT.					***39***					***44***	***13%***
ACE	8.00 - 44.19	0	8	5	2	***15***	9	2	4	4	***19***	***27%***
GSP	29.00 - 123.50 &	12	21	24	4	***61***	13	20	19	12	***64***	***5%***
	163.30 - 172.00											
TOTAL						***168***					***180***	***7%***

GSP DATA SUPPLIED BY NJHA

NJTPK DATA SUPPLIED BY NJTPKA

ALL DATA FOR INTERSTATES AND RT. 55 SUPPLIED BY NJ STATE POLICE

TABLE 4
ROADWAY REMAINED 55MPH

		TOTAL ACCIDENTS - BEFORE PERIOD					TOTAL ACCIDENTS - AFTER PERIOD					% CHANGE
ROUTE	MP to MP	6/1/95 to 12/31/95	1/1/96 to 12/31/96	1/1/97 to 12/31/97	1/1/98 to 5/31/98	TOTAL	6/1/98 to 12/31/98	1/1/99 to 12/31/99	1/1/00 to 12/31/00	1/1/01 to 5/31/01	TOTAL	
I - 78	48.12 - 58.45	331	543	501	172	*1547*	240	575	745	334	*1894*	*22%*
I - 80	41.87 - 68.00	986	1382	1396	613	*4377*	858	1651	2017	802	*5328*	*22%*
I - 295	27.70 - 35.26	157	128	281	142	*708*	197	288	338	163	*986*	*39%*
I - 287	0.00 - 43.11	1007	1143	962	680	*3792*	953	1660	1938	813	*5364*	*41%*
I - 295	20.00 - 26.80	99	51	146	45	*341*	66	146	155	72	*439*	*29%*
NJTPK	1.50 - 123.30 & NBHC EXT.					*15094*					*19881*	32%
GSP	123.5 - 163.30	1825	2830	2723	812	*8190*	1894	3322	3794	1434	*10444*	*28%*
TOTAL						34048					44336	30%

GSP DATA SUPPLIED BY NJHA

NJTPK DATA SUPPLIED BY NJTPKA

1996,1997, 2001, DATA SUPPLIED BY NJ STATE POLICE

TABLE 5
ROADWAY REMAINED 55MPH

		TOTAL FATAL ACCIDENTS - BEFORE PERIOD					TOTAL FATAL ACCIDENTS - AFTER PERIOD					% CHANGE
ROUTE	MP to MP	6/1/95 to 12/31/95	1/1/96 to 12/31/96	1/1/97 to 12/31/97	1/1/98 to 5/31/98	TOTAL	6/1/98 to 12/31/98	1/1/99 to 12/31/99	1/1/00 to 12/31/00	1/1/01 to 5/31/01	TOTAL	
I - 78	48.12 - 58.45	1	8	5	0	***14***	0	3	5	0	***8***	***-43%***
I - 80	41.87 - 68.00	4	6	3	3	***16***	4	6	3	3	***16***	***0%***
I - 295	27.70 - 35.26	0	0	0	1	***1***	1	1	3	3	***8***	***700%***
I - 287	0.00 - 43.11	3	4	5	3	***15***	3	4	2	1	***10***	***-33%***
I - 295	20.00 - 26.80	1	0	1	1	***3***	0	0	0	0	***0***	***-100%***
NJTPK	1.50 - 123.30 & NBHC EXT.					***68***					***66***	***-3%***
GSP	123.5 - 163.30	9	5	9	2	***25***	5	10	9	3	***27***	***8%***
TOTAL						***142***					***135***	***-5%***

GSP DATA SUPPLIED BY NJHA

NJTPK DATA SUPPLIED BY NJTPKA

ALL INTERSTATE DATA SUPPLIED BY NJ STATE POLICE

TABLE 6
ROADWAY REMAINED 55MPH

		TOTAL FATALITIES - BEFORE PERIOD					TOTAL FATALITIES - AFTER PERIOD					% CHANGE
ROUTE	MP to MP	6/1/95 to 12/31/95	1/1/96 to 12/31/96	1/1/97 to 12/31/97	1/1/98 to 5/31/98	TOTAL	6/1/98 to 12/31/98	1/1/99 to 12/31/99	1/1/00 to 12/31/00	1/1/01 to 5/31/01	TOTAL	
I - 78	48.12 - 58.45	1	9	5	0	*15*	0	4	5	0	*9*	*-40%*
I - 80	41.87 - 68.00	5	6	4	4	*19*	6	6	3	3	*18*	*-5%*
I - 295	27.70 - 35.26	0	0	0	1	*1*	1	1	3	4	*9*	*800%*
I - 287	0.00 - 43.11	3	5	5	3	*16*	4	6	2	1	*13*	*-19%*
I - 295	20.00 - 26.80	1	0	1	1	*3*	0	0	0	0	*0*	*-100%*
NJTPK	1.50 - 123.30 & NBHC EXT.					*74*					*77*	*4%*
GSP	123.50 - 163.30	12	5	9	2	*28*	17	13	10	3	*43*	*54%*
TOTAL						*156*					*169*	*8%*

GSP DATA SUPPLIED BY NJHA

NJTPK DATA SUPPLIED BY NJTPKA

ALL INTERSTATE DATA SUPPLIED BY NJ STATE POLICE

TABLE 7
ROADWAY CHANGED TO 65MPH

		TOTAL ACCIDENTS INJURIES FOR THE YEAR 1999		
ROUTE	MP to MP	FROM 01/01/99 - 12/31/99	TOTAL ACCIDENTS	PERCENTAGE OF INJURIES
GS Prky.	29.00 - 123.5	2117	621	29%
I-78	.45 - 48.12	755	194	26%
Rt. 80	5.10 - 41.87	919	215	23%
Rt. 295	35.26 - 67.10	426	112	26%
Rt. 287	43.11 - 66.30	261	62	24%
Rt. 295	4.00 - 20.00	100	29	29%
Rt. 195	3.73 - 33.81	200	47	24%
Rt. 55	21.49 - 55.98	120	28	23%
GS Prky.	163.00 - 172	185	48	26%
NJ Turnpk.	1.50 - 97.20	N/A	N/A	N/A
AC Express.	8.00 - 44.19	301	88	29%

TABLE 8
ROADWAY REMAINED 55MPH

PERCENTAGE OF INJURY ACCIDENTS FOR 1999				
ROUTE	MP to MP	FROM 01/01/99 - 12/31/99	TOTAL	PERCENTAGE
		TOTAL ACCIDENTS	INJ. ACC.	OF INJ. ACC.
GSP	123.5 - 163.3	3322	1047	32%
I - 78	48.12 - 58.45	575	143	25%
I - 80	41.87 - 68.0	1651	463	28%
I - 295	27.70 - 35.26	288	64	22%
I - 287	0.0 - 43.11	1660	357	22%
I - 295	20.00 - 26.80	146	35	24%

APPENDIX E

Appendix E

NEW JERSEY ACCIDENT STATISTICS
Municipal, County, State, Interstate & Toll Roadways
(CALENDAR YEARS 1985 THRU 2000)

ACCIDENT RATES

YEAR	FATAL/100MVM	INJURY/MVM	TOTAL PROPERTY DAMAGE/MVM	ACCIDENT RATE/MVM
1985	1.71	1.72	2.86	4.60
1986	1.75	1.73	2.99	4.74
1987	1.63	1.74	3.17	4.92
1988	1.65	1.68	3.09	4.79
1989	1.36	1.56	2.89	4.47
1990	N/A	N/A	N/A	N/A
1991	1.19	1.35	2.36	3.72
1992	1.16	N/A	N/A	4.13
1993	1.20	1.36	2.31	3.68
1994	1.14	1.36	2.41	3.78
1995	1.26	1.55	2.66	4.20
1996	1.21	1.30	2.39	3.70
1997*	-	-	-	-
1998	1.04	1.14	2.71	3.86
1999	1.01	1.11	2.87	3.99
2000	.98	1.24	3.02	4.27

NUMBER OF ACCIDENTS

YEAR	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
1985	908	91,356	151,976	244,240
1986	975	96,770	166,987	264,732
1987	929	99,047	181,042	281,018
1988	966	98,512	180,780	280,258
1989	814	93,396	173,377	267,888
1990	-	-	-	-
1991	704	80,112	139,928	220,774
1992	689	N/A	N/A	245,680
1993	719	81,368	137,885	219,972
1994	690	82,025	145,976	228,691
1995	773	94,367	162,064	256,431
1996	754	80,730	148,413	229,897
1997*	-	-	-	-
1998	671	73,537	174,722	248,930
1999	664	73,172	189,402	263,238
2000	655	83,094	202,951	268,700

VEHICLE - MILES TRAVELLED

YEAR	VMT x 10
1985	53,108
1986	55,844
1987	57,071
1988	58,512
1989	59,899
1990	58,922
1991	59,288
1992	59,410
1993	59,726
1994	60,466
1995	61,013
1996	62,162
1997*	-
1998	64,510
1999	65,920
2000	67,172

* 1997 STATISTICS BEING COMPILED

APPENDIX F

65MPH STATISTICS
5/18/98 - 11/3/00
SPEEDING SUMMONSES

1 - 9 mph	10 - 14 mph	15 - 19 mph	20 - 24 mph	25 - 28 mph	Over 28 mph	Total
40664	31685	39801	15280	6016	4150	138135

ACCIDENT DATA
5/18/98 - 11/3/00

UNSAFE SPEED	REAR END	RAN - OFF ROAD	SIDE SWIPE	COMM VEH	MOTOR COACH	FATALS	FATALITIES	RESIDUAL ACCIDENTS	TOTAL
704	7503	4300	3744	1655	77	108	124	1272	18292

AGGRESSIVE DRIVER
VIOLATIONS
5/18/98 - 11/3/00

39:3-89	39:4-88B	39:4-97	39:4-81	39:4-144	39:4-85	39:3-76.2F	TOTALS	WARNINGS
1640	6164	11602	255	674	2297	48002	70631	155772

- Data Collection was terminated 11/3/00 by stations.
- Residual accidents are those occurring within five (5) miles after leaving the posted 65 mph zone.
- Enforcement data was not tracked in these specific areas prior to this event. ** Data possibly may be available from Automated Traffic Summons Data Base.

APPENDIX G

Appendix G

FREQUENTLY ASKED QUESTIONS ABOUT THE 65 MPH SPEED LIMIT

As many comments and concerns were sent from various constituencies throughout the state to both the Governor and the Transportation Commissioner's offices during the study period, reflecting varying views on the 65 MPH Speed Limit, the following section attempts to address several of the most common.

How are Speed Limits determined?

In order to determine the proper numerical value for a speed zone on the basis of an engineering and traffic investigation, the following factors are considered: 85th-percentile speed and pace speed of traffic, road surface characteristics, shoulder conditions, grade, alignment and sight distance, roadside development and friction, specific hazardous locations, lane drops, significant merging maneuvers, volumes, percentage truck traffic, weaving patterns, and reported accident experience.

Should the Speed Limit be the same for all segments of all similar limited access-controlled highways (Interstates, freeways, toll roads)?

Although these roads do have some common characteristics, roadway segments do have differences too. As noted in the previous answer, roadway characteristics can vary greatly, especially in more urban areas. This practice of different Speed Limits on similar roadway segments is common in all other States of the Union. It is believed that no other contiguous state practices a uniform speed limit. In fact, New Jersey's application of the 65 MPH Speed Limit is much more liberal than any of its neighboring states.

Are not all of these highways designed for 70 MPH or faster?

This may be a desired goal for highways of interstate standards; however, circumstances exist in some areas that create design limitations, making this difficult to achieve. This is most common in very urban areas, and areas with older infrastructures. If speed limits are set too high in these areas, a potentially hazardous situation exists.

Do higher Speed Limits adversely affect safety?

Many advocates for a lower speed limit use the argument that the faster a vehicle is traveling, the greater its potential for an accident, as the distance required to stop is greater. This is only looking at safety from a microscopic view. Highway safety must be viewed from the entire, stream of traffic flow. The ultimate goal is to achieve more uniform speed in the traffic stream, which reduces the need for passing and tendency to follow another vehicle too closely. Therefore, a "reasonable" speed limit, which has credibility with the motoring public leads to a "smoother" traffic flow and benefits safety most, provided enforcement is present.

Since an argument can be made that most motorists drive in a reasonable and prudent manner, why not leave it up to the individual driver to determine what speed is appropriate?

The primary reason for regulating individual choices is the significant risks drivers can impose on others because of inappropriate speed choices. Another reason derives from the inability of some drivers to correctly judge the capabilities of their vehicles (e.g. stopping, handling) and to anticipate roadway geometry and roadside conditions sufficiently to determine appropriate driving speeds. Related to this reason is the tendency of some drivers to underestimate or misjudge the effects of speed on crash probability and severity. It is noted that one state (Montana) had set no speed limit on some of its miles of roadway and has since repealed it with a speed limit.

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